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1. The East German Reichsbahn has closed down the large marshalling yards at Berlin-Tempelhof. The Tempelhof Station yard will be used for what little switching still has to be done. Four of the eight interlocking towers at the Tempelhof marshalling yards are to remain open. It is presumed the main function of the tower employees will be that of watchman-guards for the property, since the yards will henceforth be used only for through passage. Nine employees of the marshalling yard have been assigned to the Tempelhof Station yard. Some other employees have been transferred to the Berlin-Grunewald marshalling yard, while a good many others had not been assigned by early July.

2. The roundhouse of the Lehrter Bahnhof in West Berlin has also been closed down. The personnel employed at the roundhouse were temporarily assigned to the roundhouse at the Grunewald Station, while the locomotives were transferred to Wustermark.

3. It has been proposed to discontinue the Berlin S-Bahn interurban line running between Potsdam and Wannsee.

4. The Lowa Lokomotivbau Karl Marx Babelsberg VEB has recently completed the two thousandth narrow gauge locomotives. Most of these have been for export to Poland, Rumania, Czechoslovakia and China. The plant employs about 2,000 workers, but is at present experiencing great difficulties because of raw material shortages. A coal dust-burning locomotive recently completed at the plant exploded while being tested.

5. On direct orders from the Soviet Control Commission in Karlshorst, the Reichsbahn has begun construction of a track to run from Caputh-Geltow to Potsdam. Work on this project should be finished by 31 August 1952. It is generally believed that these new facilities are intended to provide trackage on which S-Bahn rolling stock may be parked when not in use.

6. The 24-kilometer stretch between Eisenach and Gerstungen is to be improved.

7. The lines running from Cottbus to Leipzig, Cottbus to Görlitz and Cottbus to Forst are to be double-tracked.

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8. The second track on the line between Seddin and Belzig is nearly completed. Work on the second track running between Jüterbog and Grossbeeren on the new southern outer ring is also nearing completion.

9. An order [redacted] requires that all unused rails lying in West Berlin are to be removed to East Berlin as inconspicuously and as quickly as possible.

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10. The financial situation of the Reichsbahn is extremely critical. The following economy measures have been ordered:

a) Employees over 65 years of age will be released.

b) Offices and installations with extra employees above the minimum required table of organization will reduce their staffs.

c) No new employees will be hired for the time being.

d) Where possible, freight train movements will be consolidated and unprofitable runs eliminated.

e) Each office and installation will be required to accept a stated quota for economies during 1952.

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